

R 171535Z MAY 19  
FM COMNAVSURFOR SAN DIEGO CA  
TO ALNAVSURFOR  
INFO RUOIAAA/COMUSFLTFORCOM NORFOLK VA  
ZEN/COMPACFLT PEARL HARBOR HI  
RUOIAAA/COMFIFTHFLT  
RUOIAAA/COMFOURTHFLT  
ZEN/COMSECONDFLT  
RUOIAAA/COMSEVENTHFLT  
RUOIAAA/COMSIXTHFLT  
RUOIAAA/COMTHIRDFLT  
ZEN/COMNAVSURFPAC SAN DIEGO CA  
RUOIAAA/COMNAVSURFLANT NORFOLK VA  
RUOIAAA/COMCARSTRKGRU ONE  
RUOIAAA/COMCARSTRKGRU TWO  
RUOIAAA/COMCARSTRKGRU THREE  
RUOIAAA/COMCARSTRKGRU THREE  
RUOIAAA/COMCARSTRKGRU FOUR  
RUOIAAA/COMCARSTRKGRU FIVE

ZEN/COMCARSTRKGRU EIGHT  
ZEN/COMCARSTRKGRU EIGHT  
RUOIAAA/COMCARSTRKGRU NINE  
RUOIAAA/COMCARSTRKGRU NINE  
RUOIAAA/COMCARSTRKGRU TEN  
RUOIAAA/COMCARSTRKGRU ELEVEN  
RUOIAAA/COMCARSTRKGRU TWELVE  
RUOIAAA/COMCARSTRKGRU FIFTEEN  
RUOIAAA/COMEXPSTRKGRU TWO  
RUOIAAA/COMEXSTRIKGRU THREE  
RUOIAAA/COMAFLOATRAGRUGRU ATLANTIC NORFOLK VA  
RUOIAAA/COMAFLOATRAGRUPAC SAN DIEGO CA  
RUOIAAA/AFLOATRAGRUGRU NORFOLK VA  
RUOIAAA/AFLOATRAGRUGRU MAYPORT FL  
ZEN/HELSEACOMBATRON THREE  
RUOIAAA/AFLOATRAGRUMIDPAC PEARL HARBOR HI  
RUOIAAA/AFLOATRAGRUPACNORWEST EVERETT WA  
RUOIAAA/AFLOATRAGRUGRUWESTPAC YOKOSUKA JA  
RUOIAAA/CENSURFCOMBATSYS DAHLGREN VA  
ZEN/CENSURFCOMBATSYS DET NORFOLK VA  
ZEN/CENSURFCOMBATSYS DET EAST NORFOLK VA  
ZEN/CENSURFCOMBATSYS DET SAN DIEGO CA  
RUOIAAA/COMNAVSURFOR SAN DIEGO CA  
BT  
UNCLAS  
SECINFO/U/-//  
MSGID/GENADMIN, USMTF, 2008/COMNAVSURFOR SAN DIEGO CA/MAY//  
SUBJ/FLEET ADVISORY MESSAGE (FAM) FOR DISSEMINATION OF GUIDANCE  
PERTAINING TO SAFE OPERATION OF SMALL BOATS AT SEA.  
REF/A/MSGID:DOC/MARINE RESCUE CONSULTANTS/1987//  
REF/B/MSGID:DOC/NTTP 3-50.1/2013//  
REF/C/MSGID:GENADMIN/CNSL/131824Z NOV 18/NOTAL//  
REF/D/MSGID:DOC/S9086-TX-STM-010/01APR2010//  
NARR/REF A IS RIGID INFLATABLE BOAT OPERATIONS REFERENCE MANUAL.  
REF B IS THE NAVY SEARCH AND RESCUE MANUAL.  
REF C IS AMPLIFYING GUIDANCE ON RIBCRAFT MANUFACTURED 7-METER RIB  
SPEED/LIMITATION AND GUIDANCE ON USE OF 7-METER RIB CENTER LIFELINE.  
REF D IS NAVAL SHIPS TECHNICAL MANUAL CHAPTER 583 VOLUME 1 BOATS AND  
SMALL CRAFT.//  
POC/SUNVOLD, DANIEL/CAPT/COMNAVSURFPAC/SAN DIEGO, CA  
/ (b) (6)  
POC/ (b) (6) /LCDR/COMNAVSURFPAC/CORONADO, CA/  
 (b) (6)  
POC/BEAUCHAMP, ROBERT/CAPT/CNSL N7/NORFOLK VA/757-836-3501/  
ROBERT.BEAUCHAMP1(AT)NAVY.MIL//

POC/REBER, TERRA/LCDR/CNSL N73/NORFOLK, VA/757-836-3090/  
TERRA.A.REBER(AT)NAVY.MIL//

GENTEXT/REMARKS/1. AT SEA SMALL BOAT HANDLING OPERATIONS ARE A  
FREQUENT EVOLUTION. THEY SHOULD NEVER BE VIEWED AS ROUTINE.

SEVERAL FACTORS (E.G. WEATHER, DAVIT LIMITATIONS, NIGHT OPERATIONS,  
ETC) DRIVE RISK AND COMPLEXITY, DESPITE THE REGULARITY WITH WHICH  
THEY ARE CONDUCTED.

2. PRIOR TO ALL NON-EMERGENT BOAT OPERATIONS, THE CHAIN OF COMMAND,  
BOAT CREW AND PASSENGERS, BOAT DECK PERSONNEL, AND BRIDGE  
WATCHSTANDERS MUST CONDUCT AN EXECUTIVE-LEVEL BRIEF, FOLLOWED BY A  
SAFETY BRIEF WITH THE BOAT CREW, PASSENGERS, AND BOAT DECK  
PERSONNEL ON-STATION. FOR EMERGENCY OPERATIONS (E.G. MAN OVERBOARD),  
A SAFETY BRIEF AT A MINIMUM MUST BE CONDUCTED ON-STATION IN PARALLEL  
WITH THE SHIPS PRE-PLANNED RESPONSE.

3. OPERATIONAL LIMITATIONS FOR SMALL BOATS ARE DEPENDENT ON A  
COMBINATION OF FACTORS INCLUDING MISSION, NUMBER AND EXPERIENCE OF  
RIDERS, LOADING PLAN, ENVIRONMENTAL CONDITIONS, AS WELL AS CREW  
EXPERIENCE AND PROFICIENCY. THE BOAT OFFICER AND COXSWAIN MUST  
ACCOUNT FOR THE PREVAILING CONDITIONS AT THE TIME OF THE OPERATIONS  
TO DETERMINE IF SITTING ON INFLATABLE TUBES (E.G. ASSEMBLY SPONSON),  
CROUCHING, AND/OR STANDING ARE APPROPRIATE POSITIONS FOR PASSENGERS  
AND CREW WHILE TRANSITING IN THE RIGID INFLATABLE BOAT (RIB). DURING  
SMALL BOAT OPERATIONS, THE COXSWAIN, UNDER THE SUPERVISION OF THE  
BOAT OFFICER, MUST ENSURE THE BOAT IS OPERATED APPROPRIATELY FOR THE  
MISSION AT HAND, WITHIN ITS DESIGNATED LIMITATIONS AND NOT BEYOND  
THE SKILLS AND ABILITIES OF THE BOAT CREW OR PASSENGERS. PERSONNEL  
MUST USE HAND RAILS AND LIFELINES WHILE EMBARKED TO PREVENT INJURY  
OR LOSS OF LIFE.

4. NON-EMERGENT RIB OPERATIONS. DURING NON-EMERGENT OPERATIONS  
INCLUDING FAMRIDES, BOAT OFFICERS AND COXSWAINS MUST ENSURE THE BOAT  
IS OPERATED WITHIN DESIGN LIMITATIONS AND NOT BEYOND THE SKILLS AND  
ABILITIES OF THE PASSENGERS. PRIOR TO ALL NON-EMERGENT BOAT  
OPERATIONS, THE CHAIN OF COMMAND, BOAT CREW AND PASSENGERS, BOAT  
DECK PERSONNEL, AND BRIDGE WATCHSTANDERS MUST CONDUCT AN EXECUTIVE  
LEVEL BRIEF, WHICH MUST ADDRESS AT A MINIMUM, THE NUMBER OF  
PASSENGERS, SKILL AND PROFICIENCY LEVEL OF THE BOAT CREW, GENERAL  
SCHEME OF MANEUVER, PURPOSE OF THE FAMRIDE, GO-NO-GO CRITERIA,  
OPERATIONAL RISK MANAGEMENT (ORM), AND PREPLANNED RESPONSES (PPR)  
FOR EMERGENCIES SUCH AS MAN OVERBOARD OR PERSONNEL INJURY. PRIOR TO  
EMBARKING AND ONCE EMBARKED, PASSENGERS MUST BE BRIEFED ON WHERE  
THEY WILL SIT, STAND, OR CROUCH DURING THE FAMRIDE.

5. THE FOLLOWING INFORMATION IS PROVIDED FOR REFERENCE AND SAFETY.

A. REF A, THE RIB OPERATIONS REFERENCE MANUAL (RORM), LISTED AS A  
REFERENCE IN THE SMALL BOAT PQS (NAVEDTRA 43152 SERIES), CAN BE  
LOCATED ON THE ATG TOOLBOX UNDER MOB-S REFERENCES. THERE IS AMPLE

GUIDANCE FOR MANEUVERING, INCLUDING ADVANCED COXSWAIN MANEUVERS SUCH AS PIVOT TURNS.

B. THE RIB MANUAL IS CURRENTLY UNDER REVISION; ANTICIPATE RELEASE FY19. IT WILL BE A COMBINED OPERATORS AND MAINTENANCE MANUAL. THIS WILL INCLUDE RELEVANT MANEUVERING MATERIAL LISTED IN THE RORM, AND THE RIB MANUAL WILL REPLACE THE RORM AS A REFERENCE IN THE SMALL BOAT PQS. IN THE MEANTIME, THE RORM AND BOAT INFORMATION BOOK (BIB) FOR EACH RIB CONTAIN SUFFICIENT INFORMATION FOR MANEUVERING AND MAINTENANCE OF THE RIB AND SHALL BE READ BY THOSE QUALIFYING WITH THE SMALL BOAT PQS. EACH SHIP MUST HAVE A COPY OF THEIR BIB. IF IT IS MISSING, CONTACT SMALL BOAT TYPE DESK POC; (b) (6).

(b) (6). IT IS ALSO LOCATED ON THE CRAFT AND BOAT SUPPORT SYSTEM WEBSITE. AN ACCOUNT CAN BE REQUESTED BY EMAILING (b) (6). IN ADDITION TO THESE REFERENCES, THE NSTM 583 REVIEW IS ANTICIPATED TO BE COMPLETED AND RELEASED IN FY20.

C. AVOID TRIPPING OR LATERAL SHOCK LOADING WHEN CONDUCTING RIB MANEUVERS BY NOT TURNING SHARPLY WITH EXCESSIVE SPEED.

D. IN ACCORDANCE WITH REF B, THE AUTHORITY TO DEPLOY A SAR SWIMMER IS DELEGATED TO THE BOAT OFFICER OR COXSWAIN IN THE ABSENCE OF A BOAT OFFICER. COMMANDING OFFICER APPROVAL FOR SAR SWIMMER DEPLOYMENT IS ONLY MANDATED WHEN A SAR SWIMMER IS ENTERING THE WATER FROM A J-BAR DAVIT. COMMANDING OFFICERS STILL RETAIN THE RIGHT FOR LOCAL INSTRUCTIONS TO CONTAIN STRICTER GUIDANCE REQUIRING THE USE OF COMMANDING OFFICER APPROVAL FOR ALL SAR SWIMMER DEPLOYMENTS.

E. IN ACCORDANCE WITH REF C, THE SMALL BOAT TECH WARRANT HOLDER AND COMBINED CNSL/CNSP SMALL BOAT STAFF HAVE DETERMINED THE CENTERLINE LIFELINE MUST BE RIGGED WHEN PASSENGER CAPACITY OF THE RIB EXCEEDS 40 PERCENT. FOR 7M RIBS, THIS EQUATES TO EIGHT OR MORE PASSENGERS. AT OTHER TIMES, IT IS AT THE DISCRETION OF THE COMMANDING OFFICER. THE 40 PERCENT MANDATORY CENTER LIFELINE USE WILL BE INCLUDED IN THE UPDATED RIB MANUAL. SMALL BOAT OFFICERS AND COXSWAINS MUST PRE-BRIEF PASSENGERS THAT THEY MUST ALWAYS USE HAND RAILS AND/OR LIFELINES, TO INCLUDE THE INBOARD SPONSON LIFELINES AND CENTER LIFELINE WHEN IN USE. THE CENTER LIFELINE WILL ONLY SUPPORT THOSE PASSENGERS IN THE FORWARD CENTER PORTION OF THE RIB, SO BOAT CREW MEMBERS MUST CONTINUE TO STRESS THE IMPORTANCE OF THE SPONSON LIFELINES WHEN BRIEFING ALL PASSENGERS.

F. A BOAT PASSENGER SAFETY BRIEF IS POSTED ON THE ATG TOOLBOX UNDER MOB-S ADVISORIES AND TRAINING RESOURCES. ALL INFORMATION IN THIS BRIEF MUST BE DISSEMINATED TO EVERY PASSENGER IN ACCORDANCE WITH PARAGRAPH 4 OF THIS MESSAGE. COMMANDING OFFICERS MAY INCORPORATE THIS BRIEF OR ONE LIKE IT INTO THEIR STANDING ORDERS OR BOAT BILL.

G. TO ENSURE ALL COXSWAINS ARE PROFICIENT IN PROPER RIB MANEUVERING INCLUDING PIVOT TURNS, THE RIB COXSWAIN COURSE (K-062-0625) IS A

PREREQUISITE TO COXSWAIN QUALIFICATIONS

(b) (2)

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